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NATIONAL BUSINESS AIRCRAFT ASSOCIATION'S Associate Membership Advisory Committee (AMAC) has recommended that NBAA's fall trade show be held every two years instead of annually. The AMAC, which is composed of representatives of aircraft and engine manufacturers and other suppliers to the corporate and business aviation community, cited the constantly growing number of trade shows and the high costs associated with attending and exhibiting at these events in recommending a biennial NBAA show. Even if NBAA's board of directors decided to adopt the recommendation, it could not be implemented for several years because of existing commitments to convention centers and hotels.

FINANCIAL RAMIFICATIONS of such a change could be significant to NBAA and its members because revenues from the association's annual convention provide more than 50 percent of the organization's annual operating budget. There has been talk by some manufacturers about possibly reimbursing NBAA for lost revenues in the non-trade-show years, if the NBAA board is willing to adopt the every-other-year format. Simply eliminating the annual trade show, and its revenue stream, would probably necessitate a dues increase for NBAA members or a cutback in the association's activities.

KC AVIATION, which is involved in Part 121 flight operations with its subsidiary Midwest Express Airlines in addition to Part 135 operations, is considering a major expansion of its air charter business. The company has had discussions with at least two other Part 135 operators – Flight Services Group and Executive Jet Aviation – about possible acquisition of portions of those firms' East Coast air taxi business. A decision by officials of KC Aviation – and its parent Kimberly-Clark – about whether to proceed with those discussions is expected in the near future.

REP. RICHARD GEPHARDT (D-Mo.), who two years ago was one of the strongest proponents of imposing a luxury tax on general aviation aircraft, is now supporting legislation to provide a revolving fund for aerospace companies to ensure they can conduct the research necessary to remain competitive with overseas manufacturers *(see related article on Page 174)*.

CONGRESS has gotten involved in the issue of Executive Branch use of aircraft. Sen. Jim Sasser (D-Tenn.) has amended the Senate's budget resolution with a provision that would reduce the number of government aircraft by 10 percent. Sasser says the government uses 6,200 aircraft a year at a cost of $850 million and the cuts should save $85 million. However, he doesn't distinguish how aircraft are used, which include agricultural, drug enforcement and firefighting purposes, etc. The Senate approved the budget resolution on April 10. It will be debated in a House-Senate conference when Congress reconvenes.

GA INDUSTRY is becoming increasingly concerned about the continuing reports regarding the government's fleet. The issue first surfaced last fall with reports on the White House's former Chief of Staff John Sununu's use of military aircraft *(see related story on Page 174)*. Then H. Ross Perot, who is a possible presidential candidate, told viewers on the CBS news show *60 Minutes* that the government is living like royalty by owning 1,200 aircraft worth $2 billion. Ed Stimpson, president of the General Aviation Manufacturers Association, said that while he will not defend the use of government aircraft for personal reasons, all the reports surrounding the government's fleet can only have a negative effect on the GA industry.

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BUSINESS/PERSONAL/REGIONAL AIRCRAFT – FIRST QUARTER UNIT SHIPMENTS

AEROSPATIALE GENERAL AVIATION

		1st Quarter 92	Cal. Year
• Single-Engine			
TB-9	Tampico	31	31
TB-10	Tobago	7	7
TB-20	Trinidad	9	9
TB-21	Trinidad TC	0	0
TB-200XL		2	2
Total		49	49

AMERICAN GENERAL AIRCRAFT CORP.

• Single-Engine			
AG-5/B	Tiger	4	4
Total		4	4

ATR (Avions de Transport Regional)

• Multi-Engine			
ATR-42		7	7
ATR-72		11	11
Total		18	18

AVIAT (formerly Christen Industries)

• Single-Engine			
S-1T	Pitts	0	0
S-2B	Pitts	11	11
A-1	Husky	9	9
Total		20	20
(4 Export)			
(16 Domestic)			

BEECH AIRCRAFT CORP.

• Single-Engine			
BE-F33A	Bonanza	20	20
BE-A36	Bonanza	19	19
BE-36TC	Bonanza	4	4
BE-36AT		1	1
• Multi-Engine			
BE-58	Baron	7	7
BE-58P	Baron	0	0
BE-C90-1	King Air	3	3
BE-200	Super King Air	6	6
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	0
BE-300LW	Super King Air	1	1
BE-350	Super King Air	4	4
BE-350C		0	0
BE-1300		0	0
BE-1900C	Commuter	0	0
BE-1900D		5	5
Starship 2000		2	2
Beechjet 400A		3	3
Total		75	75

BRITISH AEROSPACE

• Multi-Engine			
BAe	Jetstream 31	1	1
ATP		4	4
BAe 146-100		1	1
BAe 146-200		0	0
BAe 146-300		1	1
HS-125-800		2	2
1000		5	5
Total		14	14

PILATUS BRITTEN-NORMAN

• Multi-Engine			
BN-2B	Islander	2	2
BN-2T	Islander	0	0
Total		2	2

CANADAIR

• Multi-Engine			
CL-601-3A		5	5
Total		5	5

CESSNA AIRCRAFT CO.

• Single-Engine			
CE-208	Caravan I	5	5
• Multi-Engine			
CE-406	Caravan II	0	0
CE-550	Citation II	9	9
CE-650	Citation III	1	1
CE-650	Citation VI	5	5
CE-560	Citation V	13	13
Total		33	33

DASSAULT AVIATION

• Multi-Engine			
AD-My 50	Falcon	1	1
AD-My 900	Falcon	2	2
Total		3	3

De HAVILLAND AIRCRAFT OF CANADA

• Multi-Engine			
DHC-8	Series 100	5	5
DHC-8	Series 300	6	6
Total		11	11

EMBRAER

• Single-Engine			
EMB-201A	Ipanema	2	2
EMB-711ST	Corisco II	0	0
EMB-712	Tupi	0	0
EMB-720	Minuano	1	1
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	8	8
EMB-121	Xingu	0	0
EMB-810D	Seneca II	0	0
EMB-820		0	0
EMB-821	Carajah	1	1
Total		12	12

FAIRCHILD AIRCRAFT

• Multi-Engine			
Merlin IV-C		0	0
Metro III		5	5
Expediter		0	0
Total		5	5

GULFSTREAM AEROSPACE

• Multi-Engine			
G-IV	Gulfstream IV	4	4
Total		4	4

ISRAEL AIRCRAFT INDUSTRIES

• Multi-Engine			
1125	Astra	0	0
Total		0	0

LAKE AIRCRAFT

• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	1	1
Total		1	1

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		1st Quarter 92	Cal. Year
LEARJET CORP.			
• Multi-Engine			
LR-31A		9	9
LR-35A		2	2
LR-36A		0	0
Total		11	11
(Quarterly Billings $48,907,000)			
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		1	1
MX-7-180	Lunar Rocket	4	4
M7-235	Super Rocket	1	1
MX-7-235		4	4
M7-420		0	0
MXT-7-180		2	2
Total		12	12
(Quarterly Billings $966,379)			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	MSE	14	14
M-20L	PFM	0	0
M-20M	TLS	6	6
Total		20	20
(4 Export)			
(16 Domestic)			

		1st Quarter 92	Cal. Year
PIAGGIO AVANTI			
• Multi-Engine			
P-180		2	2
Total		2	2
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-18-150	Super Cub	0	0
PA-28-161	Warrior	0	0
PA-28-161	Cadet	0	0
PA-28-281	Archer II	0	0
PA-28-236	Dakota	0	0
PA-28R-201	Arrow IV	0	0
PA-28RT-201	Turbo Arrow IV	0	0
PA-32-301	Saratoga	0	0
PA-32R-301	Saratoga SP	0	0
PA-46-350P	Mirage	3	3
• Multi-Engine			
PA-34-220T	Seneca III	1	1
PA-42-720	Cheyenne IIIA	0	0
PA-42-1000	Cheyenne 400	0	0
PA-44-180	Seminole	0	0
Total		4	4
TBM SA COMPANY			
• Single-Engine			
TBM-700		3	3
Total		3	3
SINGLE-ENGINE		164	164
MULTI-ENGINE		144	144
GRAND TOTAL		308	308

UNIT SHIPMENTS COMPARATIVE TREND: 22 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1992	1991	1990	1992	1991	1990
Aerospatiale	49	31	40	49	31	40
American General	4	17	*	4	17	*
ATR	18	*	*	18	*	*
Aviat	20	17	20	20	17	20
Beech	75	95	87	75	95	87
British Aerospace	14	18	26	14	18	26
Britten-Norman	2	1	4	2	1	4
Canadair	5	3	6	5	3	6
Cessna	33	36	39	33	36	39
Dassault	3	6	7	3	6	7
De Havilland	11	21	10	11	21	10
Embraer	12	50	26	12	50	26
Fairchild	5	1	2	5	1	2
Gulfstream	4	7	6	4	7	6
Israel	0	5	1	0	5	1
Lake	1	3	5	1	3	5
Learjet	11	8	6	11	8	6
Maule Air	12	13	5	12	13	5
Mooney	20	29	37	20	29	37
Piaggio Avanti	2	*	*	2	*	*
Piper	4	22	57	4	22	57
TBM	3	*	*	3	*	*
Total	308	383	384	308	383	384

* Figures not available

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